

THE  
HONGKONG  
WEEKLY.

ILLUSTRATED.

# The China Mail.

ESTABLISHED 1845

Don't Forget  
TO ORDER SET  
'OVERLAND  
CHINA MAIL.'  
BEFORE GOING HOME!

No. 13,778

號六月六年七零百九千一英

HONGKONG, THURSDAY, JUNE 6, 1907.

號六廿月四年未丁

PRICE, \$3.00 Per Month

## Intimations. THORNE'S OLD VAT



This VAT was started by the late Robert Thorne of Greenock and has been sold as No. 4 since 1831.

## SCOTCH WHISKY.

PER DOZEN \$14.

Sole Agents in Hongkong, China and Manila,  
A. S. WATSON & Co., Ltd.  
Hongkong, May 1, 1907.

## CANTON MEDICAL MISSIONARY SOCIETY.

A GENERAL MEETING of the Society will be held in the College at 4.15 P.M. on THURSDAY, the 13th June, 1907.

BUSINESS: To receive the Report of the Committee on the Revision of the Constitution.  
R. H. GRAVE, President.  
W. MAWSON, Secretary.  
Canton, June 6, 1907.

## THE HERMITAGE.

106, QUEEN'S ROAD EAST.  
BOARD AND RESIDENCE Monthly Boarders from \$50.00.  
Good airy Rooms and liberal Table.  
Mrs. TATAM, Proprietress.  
Hongkong, June 4, 1907.

## BRITISH STEAMER 'NETHERTON.'

BY ORDER OF THE UNDER-  
WRITERS, the Undersigned are  
prepared to receive TENDERS for the  
Purchase of the above Steamer as she now  
lies at SINGAPORE in a Fine Damaged  
Condition.  
GILMAN & Co.,  
Lloyds' Agents.  
Hongkong, May 7, 1907.

## 'MACKIE'S WHITE HORSE CELLAR'

THE BEST AND OLDEST WHISKY IN  
SCOTLAND.

CITY ANALYST'S LABORATORY,  
138, BATH STREET,  
GLASGOW, 21st JANUARY, 1907.

## MONTHLY REPORT ON MACKIE'S 'WHITE HORSE CELLAR' BLEND OF SCOTCH WHISKY.

I Herby certify that I have taken samples of every vatting  
of MACKIE'S 'WHITE HORSE CELLAR' BLEND OF SCOTCH  
WHISKY used in bottling during the month of December, and  
the results of my analyses indicate that it conforms to the  
standard for Pot Still Scotch Whisky set up in the London case.  
I am also of opinion that it is an old Whisky of excellent quality  
and flavour which has been well matured in wood.

JOHN CLARK, Ph. D.F.C.S., F.I.C.,  
Public Analyst for the City of Glasgow,  
and the Counties of Lanark and Renfrew, &c.

EVERY JUDGE OF WHISKY WILL CONFIRM THIS.

Price \$13 PER DOZEN.

Free Samples supplied on application to the

SOLE AGENTS:

LANE, CRAWFORD & CO.

## Business Notices.

## W. S. BAILEY & CO. ENGINEERS & SHIPBUILDERS.

WORKS: KOWLOON BAY.  
OFFICES & STORES: No. 20, CONNAUGHT ROAD.

## HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND  
MACAO STEAMBOAT CO., LTD., AND THE CHINA  
NAVIGATION COMPANY, LTD.

### Hongkong-Canton Line.

S.S. HONAM, 2,383 tons, Captain H. D. Jones.  
S.S. POWAN, 2,383 tons, Captain W. A. Valandee.  
S.S. PATSHAN, 2,260 tons, Captain J. Lloyd.  
S.S. KINSHAN, 1,995 tons, Captain D. Branch.  
S.S. LUNGSHAN, 1,995 tons, Captain R. D. Thomas.  
Departures from Hongkong to Canton daily at 8 a.m. (Sunday Excepted), 10 p.m. (Saturday Excepted).

Departures from Canton to Hongkong daily at 8 a.m. and 5 p.m. (Sunday Excepted).  
The S.S. POWAN will leave Hongkong every Monday, Wednesday and Friday,  
at 9 p.m. from Queen Street Wharf West, returning from Canton every Tuesday,  
Thursday and Saturday, at 5.30 p.m.

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the  
Route. Special attention is drawn to their Superior Saloon and Cabin accommodation.

JOINT SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT  
COMPANY, LIMITED.

### Hongkong-Macao Line.

S.S. SUTAL, 1,651 tons, Captain E. H. Grainger.  
S.S. SUTAL, 1,651 tons, Captain G. F. Morrison, at Dock.  
Departures from Hongkong to Macao on week days at 7.30 a.m. from Douglas Wharf and  
at 2 p.m. from the Company's Wharf. On Sundays Special Chopp Excursions,  
leaving Hongkong at 9 a.m. from Douglas Wharf and from Macao at 5 p.m.  
The Company also run a steamer from Macao on Sunday morning at 7.30 a.m. and from  
Hongkong at 1 p.m. from the Company's Wharf.  
Departures from Macao to Hongkong on week days at 7.30 a.m. and 2 p.m.

### Canton-Macao Line.

S.S. LUNGSHAN, 219 tons, Captain T. Hamlin.  
Departures from Macao to Canton on Monday, Wednesday and Friday, at 7.30 a.m.  
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 7.30 a.m.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVI-  
GATION COMPANY, LTD., AND THE INDIA-CHINA STEAM NAVIGATION COMPANY, LTD.

### Canton-Wuchow Line.

S.S. SAIYAM, 638 tons, Captain J. Wilcox.  
S.S. NANNING, 589 tons, Captain A. McKinnon.  
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday  
and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same day,  
at 8.30 a.m. Round trips take about five days. These vessels have Superior Cabin  
Accommodation and are lighted throughout by electricity.  
Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.  
HOTEL MANSION, (First Floor), opposite the Hongkong Hotel.  
Or of BUTTERFIELD & SWIRE.  
Agents, CHINA NAVIGATION CO., LTD.

## Business Notices.

## BELL'S ASBESTOS EASTERN AGENCY, LIMITED (SOLE AGENTS FOR BELL'S ASBESTOS CO., LTD., LONDON).

### BELL'S ASBESTOS

THE MOST RELIABLE PACKING FOR MARINE ENGINES.

BEWARE OF IMITATIONS. SOLE MANUFACTURERS:  
BELL'S ASBESTOS CO., LD., LONDON.  
LARGE STOCK OF PACKINGS, JOINTINGS, &c., ALWAYS IN HAND  
OFFICE: 6, DES VŒUX ROAD.

## LANE, CRAWFORD & CO.

### LADIES' DEPARTMENT NEW STOCK OF

## SUMMER COSTUMES

MUSLIN, LINEN, VOILE, etc.

Latest Styles in  
TRIMMED MILLINERY.

Lace, Muslin and Silk Blouses.

BELTS and SUNSHADES.

LANE, CRAWFORD & CO.  
Hongkong, May 4, 1907.

## THE HONGKONG HOTEL.

UNRIVALLED FOR COMFORT AND COUSINE.  
THOROUGHLY UP TO DATE WITH EVERY MODERN LUXURY.  
MODERATE TERMS AND NO EXTRAS.  
H. HAYNES, Manager.

## OCCIDENTAL HOTEL

KOWLOON.  
A QUIET, COMFORTABLE, COOL and WELL-FURNISHED HOTEL for  
RESIDENTS and TOURISTS.  
ELECTRIC LIGHT and FANS THROUGHOUT.  
Bathroom attached to each Room. Cuisine under direct European Supervision.  
Terms Very Moderate.  
For Special Terms for Families and Monthly Boarders.  
Apply to—  
E. G. JORDAN, Manager.

## BALTIMORE HOTEL

HONGKONG.  
MANAGED ON 'AMERICAN PLAN'.  
Being in the Business center of the town is the FAVORITE HOTEL with visitors  
from Manila.  
Terms Moderate.  
TABLE UNDER DIRECT EUROPEAN SUPERVISION.  
Special Terms for Families and Parties.  
Apply to—  
E. G. JORDAN, Manager.  
Hongkong, March 7, 1907.

## REMINGTON

## TYPEWRITERS

WITH ALL REQUISITES.

SIEMSEN & CO.,  
SOLE AGENTS.

Hongkong, March 2, 1906

## MEE CHEUNG.

ART PHOTOGRAPHER.  
ICE HOUSE STREET AND HONGKONG HOTEL CORRIDORS.

EXCELLENT VIEWS OF  
H.E. Sir MATTHEW NATHAN'S FAREWELL.  
(COPYRIGHT).  
AMATEUR DEPARTMENT.

Hongkong, April 2, 1907.

## PATELL & CO.,

SHAMBEEN CANTON.

GENERAL STOREKEEPERS,  
WHOLESALE and RETAIL.

DEALERS IN  
WINES and SPIRITS.

Export & Import Merchants,  
AND  
Commission Agents.

## SEE WOO

TAILOR, DRAPER AND  
OUTFITTER.

HAS REMOVED to new premises, 14,  
QUEEN'S ROAD CENTRAL.  
Hongkong, January 28, 1907.

## THE CARLTON HOUSE HOTELS,

Nos. 8 & 10, Ice House Street.

REDUCED SUMMER RATES.

For Daily and Permanent Boarders.  
AIRY ROOMS, CUISINE A SPECIALTY. COMFORTS OF RESIDENTS STUDIED.  
FOR RATES, APPLY TO THE MANAGER.

## CHEONG SHING.

JEWELLERS EXPORTERS  
DEALERS IN  
VALUABLE CHINESE JADE  
STONE.

GOLD-MOUNTED WARES  
OF ALL KINDS.  
Prices Very Moderate.

No. 39A, QUEEN'S ROAD CENTRAL,  
HONGKONG.

Hongkong, March 18, 1907.

## Business Notices.

## GREEN ISLAND CEMENT CO., LD.

## PORTLAND CEMENT

In Casks of 375 lbs. net, \$4.50 per Cask, ex Factory.  
In Bags of 250 lbs. net, \$2.70 per Bag, ex Factory.

Shewan, Tomes & Co.,  
GENERAL MANAGERS

## FAIRALL & CO.

7 & 9, Pedder Street.

### NEWEST MODELS

LINEN and MUSLIN EMBROIDERED GOWNS.  
ALLOVER EMBROIDERIES.

MUSLIN UNDERSKIRTS.

SUMMER SINGLETTS.

BELTS, HOSIERY, etc.

## DUTCH CIGARS

In Boxes of 50.

MOST ENJOYABLE SMOKES FOR DAMP SEASON.

## MANILA CIGARS

IN SPLENDID CONDITION.

Badminton Smoking Mixture.

Warden Smoking Mixture. Imperial Cigarettes

## VICTORIA DISPENSARY.

## STRAND HOTEL,

TSINGTAU.

TELEG. ADDR.: 'STRANDHOTEL' 5th DIST.

OPEN FROM

1st of May, till End of October.

MODERATE PRICES.

CONCERTS TWICE A WEEK ON THE TERRACE.

LAWN TENNIS.

EXCELLENT CUISINE AND WINES.

For Terms, apply to

F. OSTROW, Manager.

Hongkong, March 27, 1907.

## NORTH BRITISH AND MERCANTILE

INSURANCE COMPANY.

TOTAL FUNDS at 31st DECEMBER, 1906,

£17,837,119 8 1

—Authorized Capital £3,000,000

Subscribed Capital £2,750,000

Paid-up Capital £237,500 0 0

—Fire Funds £3,386,720 19 8

—Life & Accident Funds £13,783,898 8 8

Revenue Fire Branch £2,061,044 19 8

Life & Accident 1,713,703 19 10

Branches £3,774,753 19 8

The Accumulated Funds of the Fire and

Life Departments are free from liability in

respect of each other.

SHEWAN, TOMES & CO.,  
Agents

735



SANITARY BOARD OFFICE,  
HONGKONG.

TO THE

OWNERS OF DOMESTIC BUILDINGS.

TAKE NOTICE that under No. 6 of the

DOMESTIC CLEANLINESS and

VENTILATION BYE-LAWS (as amended),

every Domestic Building or part of

such building within the Western Division

of the City of Victoria, occupied by Members

of more than one family must be CLEAN-

ED and LINEN WASHED THROUGHOUT

by the Owner during the months of May

and June.

N.B.—The word 'throughout' used in

this notice means that the houses should be

linen washed in respect of all the Walls of

each Room and Staircase, all cubicle parti-

tions, Stair Casings and Stair Linings, all

Ceilings and the Undersides of Roofs, both

in Main Buildings, Offices and Servants'

Quarters and inclusive of Verandahs.

The Backyard should have its Containing

Walls Linen washed up to the level of the

First Floor.

Carpet, Painted or Polished Wood-work

in good condition, however, need not be

linen washed, but must be Cleaned.

The Western Division of the City lies

to the West of Taik Lane and Cleverly

Street.

G. A. WOODCOCK,  
Secretary.

Dated this 1st day of June, 1907.

956

## A. LING & Co.

FURNITURE STORE

HAVE THIS DAY

REMOVED TO

No. 19, QUEEN'S ROAD CENTRAL.

Next to

(KOH'S AND KONG'S).

Hongkong, February 1, 1907.

247

Francesco, Cinzano & Co., Torino.

Caldbeck, Macgregor & Co.,

Wine and Spirit Merchants

15, QUEEN'S ROAD CENTRAL.











## FIRST SHIPMENT.

JUST LANDED.  
HERE IT IS!

Per Case 7 Doz. Pints \$20.00  
" 1 " 2.90  
" 12 Doz. Splits 23.00  
" 1 " 1.90

"Other Stouts may tickle the palate, but the taste of Meux makes of every consumer a connoisseur at once."

Samples on Application.

SOLE AGENTS:

**H. PRICE & CO.,**  
Wine and Spirit Merchants,  
12, QUEEN'S ROAD CENTRAL,  
TELEPHONE No. 12.

**WM. POWELL,**  
LIMITED.

Gentlemen's  
Establishment.

WHITE  
CANVAS

SHOES

\$5.00 Per Pair

SMART SHAPE.

WM. POWELL, Ltd.,

23, QUEEN'S ROAD,  
(Opposite Clock Tower).

AGENTS:

LONDON:—F. ALLEN, 11 & 12, Clement's Lane, Lombard Street, E.C. 3. OLIVER & SONS, 55, Gracechurch Street, E.C. 3. G. STREET & CO., Ltd., 30, Cornhill. GORDON & GORDON, 15 St. Bride Street, E.C. 4. BATES, HENDY & CO., 81, Cannon Street, E.C. 4. WILLS, Ltd., 18, Cannon Street, E.C. 4. ROBERT WATSON, 150, Fleet Street, W.C. 2. MITCHELL & CO., 8, Broad Street, W. 1. J. KATZ & CO., 3, Whitehall Street, E.C. 4. MATHIAS & CO., 11, 12, New Bridge Street, E.C. 4. MITCHELL & CO., 25, Glasshouse Street, W. 1.

PARIS AND EUROPE: MATHIAS, FAYRE & CO., 18 Rue de la Grange-Bateliere, Paris. The Rev. Dr. HARRIS, 12, Rue de Valenciennes, Paris.

AUSTRALIA, TASMANIA, AND NEW ZEALAND: GORDON & GORDON, Ltd., Agents and Shippers.

SYDNEY:—W. H. SMITH & CO., Ltd., 10, Market Street, Sydney.

SINGAPORE, STRAITS, &c.:—KELLY & WAUGH, Ltd., 11, Market Street, Singapore.

PHILIPPINE ISLANDS:—A. S. WATSON & CO., Ltd., Agents.

THE CHINA MAIL, LTD.,  
2, Queen's Road Central.

**S. MOUTRIE & Co.,**  
LIMITED.

## PIANOS

NEW MODELS, FULL IRON  
FRAME UNDERDAMPED  
ACTION,  
SILVER PLATED STRINGS  
FULL COMPASS—SEVEN OCTAVES.

PRICE.....\$340.

UNSURPASSED FOR RICHNESS  
OF TONE AND LIGHTNESS  
OF TOUCH.

A WRITTEN GUARANTEE FOR  
A TEST PERIOD OF TWO  
YEARS GIVEN.

NEW PIANOS ON HIRE  
from \$10 per month.

Regular Tuning and Attention  
Inclusive.

S. MOUTRIE & Co., Ltd.,

YORK BUILDINGS, CHATEAU ROAD,  
HONGKONG, April 16, 1907.



**A. S. WATSON**  
& Co., Ltd.

ESTABLISHED A.D. 1841

**CHEMISTS DRUGGISTS AND  
PERFUMERS**

By appointment to H. E.  
The Governor.

**WATSON'S**  
ORIENTAL

**TURKISH BATH**

**SALTS**

FRAGRANT AND  
REFRESHING.

**WATSON'S**  
LOTION for

**PRICKLY HEAT**

A reliable and efficacious  
remedy. Gives instant  
relief.

**WATSON'S**  
FRAGRANT  
TOOTH WASH

A Valuable Antiseptic and  
detergent.

**A. S. WATSON & CO.,**  
LIMITED,

THE HONGKONG DISPENSARY.

**ALEXANDRA**

**BUILDINGS.**

Hongkong, May 29, 1907.

## MARRIAGE.

BRETT POTTER.—At St. Andrew's Church,  
Kowloon, on 5th inst., by the Rev. R. F.  
Johnson, LANCELOT ERNEST BRETT to  
ETHEL GEORGINA POTTER.

## MEMOS FOR TO-MORROW.

## Miscellaneous.

Goods per Lightning undelivered after 2  
p.m. on this date will be landed.

## General Memoranda.

SATURDAY, June 8:—  
2.30 p.m.—Auction of Household Furni-  
ture, &c., at Mr Geo. P. Lammer's  
Sole Rooms.

TUESDAY, June 11:—  
Goods per America Maru undelivered  
after this date subject to rent.  
Goods per Roon undelivered after this  
date subject to rent.

WEDNESDAY, June 12:—  
Goods per Benavon undelivered after  
this date subject to rent.  
Goods per Silesia undelivered after this  
date subject to rent.

THURSDAY, June 13:—  
4.15 p.m.—Meeting of Canton Medical  
Missionary Society, at College Audi-  
torium, Canton.  
Goods per Siberia undelivered after noon  
this date subject to rent.

SATURDAY, June 29:—  
Noon—Meeting of the National Bank of  
China, Ltd., at the Bank Premises.

## The China Mail.

HONGKONG, THURSDAY, JUNE 6, 1907.

## CONTRACTS AND EMPLOYEES.

The necessity which exists in Hongkong of importing men to fill positions of any responsibility makes any legal decision in regard to contracts between employers and employees of great importance. The case which was decided by His Honour the Puisne Judge yesterday was not apparently one in which the employee was brought from abroad. From the evidence given it appears that the employee was engaged locally. He had been trained for three years by the Great Northern Telegraph Company and during that time he had a probationary engagement. At the expiration of the period of probation he was considered qualified to take up a position in the Company's service at Amoy and his contract set out that his service should terminate only after three months' notice. However, he left after giving one month's notice and took other employment in Hongkong. His Honour Mr. Justice found that there had been a breach of contract. This decision commands itself to the commonsense of those who are not qualified to speak in regard to the law. A man who enters into a contract should not do so without carefully studying all its provisions. It may be assumed that in the majority of cases he does so. Knowing exactly what he is doing he enters into an honourable contract and it is as much obligatory upon him to fulfil it as it is upon his employer. It is not infrequently happens that a man brought from abroad finds that the cost of living in the Far East is far greater than he assumed it to be. Also he possibly discovers that his services would give a better return if he worked for another employer. But he does not pause to consider that it was always open to him to make enquiries in regard to the cost of living and so forth before he committed himself to the contract. And he frequently forgets that his employer has paid the expense of bringing him out and is giving him a training which will considerably enhance his value in after years. The only correct way of regarding engagements of this kind is for each of the parties to imagine himself in the other's position. What would the employee think if, when feeling quite secure in the knowledge that he had an assurance of three months' notice in which to find other employment, he was suddenly to receive an intimation that his services were to be dispensed with in a month's time? It is only by looking at the matter in this light that some employees can be persuaded to see that there are two sides to the question. On the other hand it cannot be denied that employers should do their utmost to make their employees, when brought from abroad, fully cognizant of the conditions of life and the cost of living before asking them to bind themselves for a term.

That, of course, does not apply in regard to contracts made locally. In such cases the employees know exactly what they are doing. It is solely their own fault if the contract works out less advantageously to themselves than they anticipated.

It is now our turn to read the telegrams which Viceroy Shum is sending back to Canton in response to those which had been forwarded to him. He, of course, takes the other side. He addresses all the Guilds and Hongs, and, in the usually approved language, takes no credit to himself for ability or anything else. It is noticeable that he includes the Tung Wa hospital leaders in Hongkong in his address. He is humbled at the grace and kindness of the Throne in again appointing him to the Southern provinces, and also at the words of welcome that have reached him in Peking. This is all the more marked because he is conscious that during his previous incumbency, he accomplished nothing, and so forth and so on. But another message has come to the officials which it is said has filled their hearts with dread. He has ordered that they all keep at their posts till he arrives and on no consideration make any changes. Why they are represented as fearing this order very greatly does not appear to the Western mind. It is said that he may be expected down south about the 10th of the 5th Chinese month.

A distinguished Mahomedan gentleman wrote to the "Civil and Military Gazette" on May 6:—"The present lamentable state of affairs in the capital of the Punjab and elsewhere is due entirely to one cause. It is due to the hesitation and vacillation shown by the Government at the time of the first demonstration in Lahore by ill-mannered and feather-brained school-boys, supported by seditious preachers and leaders (who are well known to the authorities). Unless this halting and dubious policy gives place to firmness and energy, the agitation and the trouble will continue to grow, and the public peace will be more and more disturbed. Seditious meetings are held with regularity in Lahore and elsewhere, and ignorant people are deliberately taught and trained to hate the British rule, to organise strikes everywhere, and to be disloyal to the Throne. And yet the authorities hesitate to arrest the clever and unscrupulous ring-leaders, who are at the back of all the agitation and disturbance. Last evening there was a very large meeting of Hindu agitators as usual, in the premises of the Bharat Mata, between the Shalimar and Lahore gates of Lahore, in which a pleader of the Punjab Chief Court, a man who owes all he has to the British, made a fiery speech of great length and energy. In the beginning it was given out that this pleader had come to ally the agitation by his speech, but it turned out that he had come rather to encourage the agitators. He began by saying that the agitators should have abstained from going in procession to the Mall when warned to keep away by the police officers, but once having disobeyed the order of the police they should not have run away like cowards on the arrival of the police force, and left their less agile companions and followers and some innocent passers-by to be beaten by the police. They should have shown their strength and fought with the police, if necessary to the point of sacrifice of their lives. He said that they were strong enough to fight, and one Hindu was still strong enough to kill five gora (British soldier). He said also that he was responsible alone for his words, and did not care what the result to him would be, even if he were led to gaol in handcuffs. On the contrary, he would be pleased if the honour of being handcuffed were conferred upon him."

The U.S.S. Rainbow, now flying the flag of Admiral Hemphill, has a band of 25 Filipinos.

It is now stated from Tokyo that Dr. Sun Yat Sen, the notorious "reformer" is in that city.

The E. and A. Company's steamer Aldenata on her maiden trip to the East under the Company's flag, arrived to-day.

Admiral Hemphill, of the U.S. Navy, goes to Canton on a visit to the native city to-night. He makes the trip unofficially.

Paymaster-Major Paxton, of the U.S. Army, and Mrs. Paxton are at present at the Hongkong Hotel. They return to Manila on Saturday.

A London paper says:—"Mr. William Phillips, Secretary of the American Legation at Peking, has arrived in London, and will leave for the United States in a week."

Mr. A. J. Basto, Jr., who lately passed his last but one examination for the Bar at Lincoln's Inn, London, has very successfully passed his final examination and is now a Barrister-at-law. The Portuguese Community should be congratulated upon the success achieved by one of their countrymen, the son of the well-known Portuguese lawyer in the Far East.

The owners of the steamer Progress, of Hongkong, have entered into a contract with Chop Kin Eng Watt, of Sandakan, for the shipment to Hongkong of their output of timber for a term of several years. The Progress has a carrying capacity of 3,750 tons. She will make a round trip every five weeks between the two ports.

## SOMETHING EVERY FAMILY SHOULD KEEP.

MR. L. P. Turner, of Grayville, Natal, has used Chamberlain's Colic, Cholera and Diarrhoea Remedy successfully in his home and writes the manufacturers of this medicine as follows:—"We are never without this remedy in our home and it is certainly a precious success as it is worth more than you claim for it. For pain in the stomach, diarrhoea or in anti-cholera, this remedy has no equal. It has been used in many such and dangerous cases, and has never been known to fail. For sale by all chemists and storekeepers."

the neighbouring regions of Kwangsi, Kweichow and Wunnan, being impoverished. The resources of Kwangtung are largely drawn upon to support and maintain administration in Kwangsi, and it is the incidence of certain obnoxious taxes that, more than anything else, serve to engender disaffection and to foment rebellion. Meantime Peking needs money for the indemnities to foreign powers and for many other needs of the new time. It is, however, reported that the concession asked for will be granted and a reduction made in Kwangtung's assessment to the Imperial revenue.

Commenting on the rioting and unrest in the neighbouring provinces the "N. C. Daily News" says that "Inasmuch as riots and insurrections are synonymous with the even tenor of Chinese history, too much stress need not be laid at this juncture on disturbances such as are now taking place in the two provinces. There is some significance, however, in the fact that they coincide with a prolonged period of unrest in the Empire and with a measure of activity shown by revolutionary elements, which cannot entirely be ignored. There can be no doubt that the Central Government views the situation with considerable alarm, although this attitude is discounted by the obvious nervousness which has characterized its councils during the last eighteen months. In the appointment of H. E. Teén Chun-huan as substantive Viceroy of the two Kwang Provinces we may see a desire both to be rid from Peking of an embarrassing official and to secure the services of a strong man in the storm centre of the South. Although Viceroy Teén does not appear to enjoy a favourable reputation, he is generally credited with energy and determination where he is interested in displaying these qualities. For the moment he seems as unwilling to return to Canton as we may suppose the inhabitants of the two Kwang Provinces are to see him back again. Whether he will once more succeed in having his own way or not remains to be seen, but it may be expected that if he resumes the reins of office in the South the insurrection in the Chaochow Prefecture will have every opportunity to put its organization to the sternest test."

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Admiral Hemphill, of the U.S. Navy, goes to Canton on a visit to the native city to-night. He makes the trip unofficially.

Paymaster-Major Paxton, of the U.S. Army, and Mrs. Paxton are at present at the Hongkong Hotel. They return to Manila on Saturday.

A London paper says:—"Mr. William Phillips, Secretary of the American Legation at Peking, has arrived in London, and will leave for the United States in a week."

Mr. A. J. Basto, Jr., who lately passed his last but one examination for the Bar at Lincoln's Inn, London, has very successfully passed his final examination and is now a Barrister-at-law. The Portuguese Community should be congratulated upon the success achieved by one of their countrymen, the son of the well-known Portuguese lawyer in the Far East.

The owners of the steamer Progress, of Hongkong, have entered into a contract with Chop Kin Eng Watt, of Sandakan, for the shipment to Hongkong of their output of timber for a term of several years. The Progress has a carrying capacity of 3,750 tons. She will make a round trip every five weeks between the two ports.

## SOMETHING EVERY FAMILY SHOULD KEEP.

MR. L. P. Turner, of Grayville, Natal, has used Chamberlain's Colic, Cholera and Diarrhoea Remedy successfully in his home and writes the manufacturers of this medicine as follows:—"We are never without this remedy in our home and it is certainly a precious success as it is worth more than you claim for it. For pain in the stomach, diarrhoea or in anti-cholera, this remedy has no equal. It has been used in many such and dangerous cases, and has never been known to fail. For sale by all chemists and storekeepers."

## BY TELEGRAPH.

## MISSION STATION DESTROYED.

Riot in Szechuen.

(From Our Correspondent.)

SHANGHAI, June 6.

A mob has attacked and destroyed the China Inland Mission Station at Kailien, Szechuen.

## KOREA.

Marquis Ito at Work.

(From our Correspondent.)

Tokyo, June 6.

Marquis Ito has induced the Korean Ministry to decide to have an audience with the Emperor, together, after a conference at the Residency-General. The step is intended to create ministerial harmony and prevent the seeking of individual favours.

## MINERS RIOT.

Chief of Police Killed.

(From Our Correspondent.)

Tokyo, June 6.

A serious riot has broken out at the Sumitomo Coppermine, in Shikoku.

The rioters cut the telegraph and telephone wires and have murdered the Chief of Police.

## SPANISH ANARCHISTS.

The Attempt on the Queen's Life.

Trial of Suspects Commences.

(Exclusive Service, supplied by Reuters, via Bombay)

LONDON, June 5.

The trial of the seven persons, arrested for complicity in the attempt upon the life of Queen Victoria of Spain, has begun.

The attempt was made on the wedding day of King Alfonso and Princess Ena.

Anarchists threaten reprisals in the event of a conviction being obtained against the accused.

## SOUTH AFRICA.

Constitution for Orangia.

(Exclusive Service, supplied by Reuters, via Bombay)

LONDON, June 5.

Mr. Winston Churchill, Under-Secretary for Colonial Affairs, has announced that the Constitution for Orangia (into Orangia River Colony) will be published on July 10.

## [REUTERS'S SERVICE.]

## STRIKE OF FRENCH SEAMEN.

LONDON, June 4.

The French Minister of Marine, in reply to a deputation of the seamen, said that concessions would be considered, and that no disciplinary measures would be taken if the strike ended immediately.

The Committee of the seamen afterwards declared the strike at an end.

## THE BRITISH ARMY.

Increasing Pay.

LONDON, June 4.

An Army Order increases the pay of Lieutenant Colonels of Cavalry of the Line by 3/- per day, of Infantry and Field Artillery by 5/- per day and of the Garrison Artillery by 1/6 per day.

## CHAMBERLAIN'S COLIC, CHOLERA AND DIARRHOEA REMEDY.

THIS is unquestionably the most successful medicine in use for bowel complaints, and it is now the recognized standard over a large part of the civilized world. A few doses of it will invariably cure an ordinary attack of Diarrhoea. For sale by all chemists and storekeepers.

## BY TELEGRAPH.

## THE DERBY.

An Unexpected Result.

(From Our Special Correspondent.)

LONDON, June 5.

There were nine starters in the Derby, the result being:

Mr R. Croker's ORBY..... 1  
Col. E. W. Baird's WOOLWINDER..... 2  
Capt. Greer's SILVER GALLION..... 3

## [REUTERS'S SERVICE.]

## Scratchings.

LONDON, June 4.

Knight of Tully and Oudh Halls are scratched.

## Latest Betting.

LONDON, June 4.

The latest betting is as follows:—  
6 to 4 on Silver Gallion.  
15 to 2 against Orby.  
9 to 1 against Woolwinder.  
10 to 1 against Woolwinder.  
40 to 1 against Earlston.

The result of the race came as a great surprise to our local sportsmen and indeed to those who have taken even the faintest interest in the event. Not so much that Captain Greer's colt—though a warm favourite—was beaten, but that "Boss" Croker's Orby won. A month ago Orby was quoted at 100 to 8 against and in commenting after the Two Thousand Guineas on Derby prospects Home writers simply ignored him. Said one:—"I pointed out a week ago that should Silver Gallion win the Guineas as seemed almost certain, it would constitute a record, inasmuch as no previous winner of the Guineas had taken the more important event. One can now sit down and calmly consider whether there is any probability of Captain Greer's black finding his master at Epsom. If he does it will be Galvani, who beat him last year in the Middle Park Plate. It is a question, therefore, of opinion whether Major Leader's chestnut has made as much improvement as Captain Greer's black; and how the midweek half at Epsom is likely to suit the pair of them. Orby becomes rather tired of hearing that Silver Gallion will not come down the hill to Tattenham Corner, and will not do this, that, and the other, but surely horses with high action have won the Derby before this! And, assuming that those familiar with Galvani's style of galloping can say with confidence that his action is identical with the peculiarities of the Epsom gradients, still we have yet to see Galvani, and we have seen Silver Gallion, which makes all the difference in the world."

"There is no question that last year Galvani ran the best race of any that opposed Polar Star, and even then he never hustled Colonel Hall Walker's chestnut, who surely was in 1904 in a class by himself, and cannot be reckoned with any of the others we have to deal with. It is rather interesting to think over what would be the state of the market were Polar Star to be in the Derby. I dare say he would be a favorite, but it might be a question of a very little difference between him and Silver Gallion, and this should certainly indicate an advantage on recent form as compared with that of the previous season. We know that Silver Gallion has improved. It is a matter of presumption in the case of Galvani, and the same may be said of Woolwinder, who, when he appeared with nothing to beat a month ago, did it quite readily, but there was nothing to show what the development was in a few months. Certainly his appearance did not denote it. What I have suggested may put those who discuss the greatest classic race of the year in the line of thought to weigh up the chances."

Not a word of Orby's chance. Spear-mind's win last year was just such another surprise.

Mr R. Croker, owner of Orby, is better known as the "Boss" of Tannem Hall. He returned to England in the 90s and went in for horse racing, with headquarters in Ireland. His colours are pale blue, gold fuses and cap.

Including the present race nine starters or under have comprised the field for the Derby, eight times only since 1853. The lowest number of starters since that date was seven in 1894 and 1903. There were eight starters in 1890 and 1904 and nine in 1886, 1888, 1905 and 1907. The greatest number of starters was 34 in 1862.

Early this year the Admiralty announced the appointment of Capt. Sir Geo. Warrender, Bart., C.B., M.V.O., R.N., to be Commander First Class and Commander-in-Chief of the East Indies Station, vice Vice-Admiral Edmund S. Poy, R.N., to date February 1, 1907. Sir George Warrender, since taking over command of the station, has been visiting the Persian Gulf, Bombay, and other places within his command. His Excellency reached Colombo last week for the first time, and received a cordial welcome.

## LINGERING COLDS.

THE longer a cold hangs on, the more it weakens the system. Do not run the risk of an attack of pneumonia by neglecting it. Chamberlain's Cough Remedy will cure your cold, and all danger from this disease will be avoided. For sale by all chemists and storekeepers.



## LEGISLATIVE COUNCIL.

His Excellency Mr. F. H. May, Officer Administering the Government, presided at the meeting of the Legislative Council which was held on June 6. There were also present—

His Excellency Major-General R. O. Broadwood, C. B. (Commanding the Troops in South China).  
Hon. Mr. H. J. Gompertz, (Attorney General).  
Hon. Mr. A. M. Thomson (Colonial Secretary).  
Hon. Mr. C. McI. Messer, (Colonial Treasurer).  
Hon. Mr. A. W. Brewin (Registrar General).

Hon. Capt. Badley.  
Hon. Mr. W. C. Cheong (Director of Public Works).  
Hon. Dr. Ho Kai.  
Hon. Mr. W. Y. Yee.  
Hon. Mr. E. A. Hewitt.  
Hon. Mr. E. O'Connor.  
Hon. H. E. Pollock, K.C.  
Hon. B. Kenyon.  
Mr. A. G. M. Fletcher (Acting Clerk of Council).

**PUBLIC WORKS COMMITTEE.**  
His Excellency Mr. F. H. May nominated at the Council Mr. H. K. Wick to the Public Works Committee, vice Mr. W. J. Grossman, resigned.

**THE SANITARY COMMISSION.**  
Dr. Ho Kai gave notice that at the next meeting of the Legislative Council he would ask the following questions—

(1) What steps does the Government propose to take, and when, in regard to carrying out the recommendations of the Public Health and Buildings Commission?

(2) If the Government does not propose to carry out all the recommendations of the Commission in toto, which of such recommendations does the Government propose not to carry out?

(3) Will the Government make a statement of what they propose to do with regard to the recommendations of the Commission?

**WATER SUPPLY.**  
Mr. Pollock (a). Has the Government received complaints with reference to deficiencies in the supply of water to houses in Wanchai? (b) If so, has the Government taken any steps to remedy such deficiencies?

Mr. Chatham (a). A complaint in writing, dated the 25th March last, was received from one, Mr. T. Spafford, regarding the inadequacy of the supply of water to his house, No. 12, San Wai Fong. An inspection was at once made, and it was discovered that the rider main valve had become choked. The valve was cleared on the 26th March. A verbal complaint was made on the 11th May, by a Mr. Peterson regarding deficiency of water in San Wai Fong, and, after inspection, it was decided to put in an additional connection from the principal main to the rider main thus enabling an increased supply to be obtained. The work was completed on the 14th May.

(b) A constant supply was turned on the 17th May, and no further complaints have been received.

**THE PEAK AND FIRE.**  
Mr. Pollock (a). What Government appliances exist for the extinguishing of fires at the Peak? (b) Does the Government consider that such appliances are sufficient? If not, what steps does the Government propose to take, and when, to remedy such deficiencies?

Mr. Badley (a). A fully equipped hose cart is kept at each of the two Police Stations. (b). Not altogether. Steps are being taken to place a hose cart at the side of the cable-way. But to establish in a rural district like the Peak a satisfactory system of protection against fire would involve large expenditure which Government is not prepared to undertake.

**TREE PLANTING.**  
Mr. Pollock (a). Will the Government consider the advisability of planting fir-trees and camphor-trees along and on the Northern slopes from the road which runs at the side of the catch-water in the Shatin Valley?

Mr. Thomson (a). Pine trees have been planted in the made ground on the northern slopes of the catchwater this year, and camphor trees will be planted along the road in the level ground next year. The hills above and below the catchwater are also included in the planting programme for next year.

**P.C.M.O. AND THE COMMISSION.**  
Mr. Pollock (a). Has the Principal Civil Medical Officer stated in writing to the Government his views with reference to the Report of the Public Health and Buildings Commission? (b) If so, will the Government lay a copy of the writing containing such views upon the table?

Mr. Thomson (a). Yes. (b). Paper laid on the table.

**SUBSIDY COIN.**  
Mr. Osborne—Will the Government cause notices to be exhibited at the paying-in counters of the Treasury, Post Office, Harbour Office, Magistrate and other departments; also instruct the Chinese Newspapers, informing the Public that British Subsidy Coins are legal tender up to \$2 in silver and \$1 in copper on each bill; that Government shreds are bound to receive them up to the above amounts, and that the Public are not bound to accept more than these amounts, as change?

Mr. Thomson (a). A notice will be sent to Departments accordingly, and a notification to the public on the subject of subsidiary coin generally is being considered. (b). A decision is being considered. (c). A decision is being considered. (d). A decision is being considered.

Mr. Osborne—With a view to creating a demand for British Subsidy Coins, will the Government consider the advisability of increasing the limit to which they are legal tender?

Mr. Thomson (a). The suggestion underlying this question is contrary to the accepted economic principle governing the issue of subsidiary coinage.

**BRICKS.**  
Mr. Osborne—Will the Government say what steps have been taken towards improving the Ricksha service, in view of what was stated in this Council on the 14th June, 1906?

Mr. Badley—The Government after careful investigation are of the opinion that, owing to the large decrease in the

demand for rickshas incident upon the opening of the Electric Tramway, the licences issued for rickshas will not have sufficient inducement to carry on their business unless the scale of fares is raised or the licence fee is reduced. It is considered that it would not be expedient to make either of these concessions. It was decided in October last to abolish the restriction on the number of licences issued and to leave the matter of an improved service to private enterprise. There are grounds for believing that an experimental service of rickshas of an improved type with rubber tyres may shortly be introduced.

**CABLE CABLE.**  
Mr. Osborne—Will the Government state how long telegraphic communication with Gap Rock has been interrupted? Mr. Chatham—Telegraphic Communication with Gap Rock has been interrupted since the morning of the 18th September last, when the land-line was broken by the typhoon. The cable itself was broken by the typhoon on the 25th September. Mr. Osborne—In view of the approaching typhoon season will the Government take steps to have the cable repaired at an early date?

Mr. Chatham—A proposal for establishing a Wireless Installation is under consideration, pending settlement of which no steps are being taken to repair the cable.

**HONGKONG AND SHANGHAI BANK.**  
Mr. Kowick moved the First reading of a Bill entitled An Ordinance to authorise the Hongkong and Shanghai Banking Corporation from time to time to increase the Capital of the said Corporation from the sum of Ten Millions of Dollars to a sum not exceeding the sum of Twenty Millions of Dollars; and to continue in force for a further term of 21 years; and to continue in force for a further period of 21 years the provisions of Section 3 of the Hongkong and Shanghai Banking Corporation Ordinance, 1899, with regard to the Excess Issue of Bills and Notes payable to bearer on demand.

Mr. Thomson seconded and the Bill was read a first time.

**SUPPLEMENTARY ESTIMATES.**  
Mr. Gompertz moved the third reading of the Bill entitled An Ordinance to authorise the Appropriation of a Supplementary Sum of Four hundred and seventy-seven thousand eight hundred and forty-nine Dollars and fifty-three cents, to defray the Charges of the year 1906.

Mr. Messer seconded and the Bill was read a third time and passed.

**OUR PURSE PUDDING.**  
Mr. Gompertz moved the third reading of the Bill entitled An Ordinance to remove doubts as to the validity of the proceedings of the Supreme Court of this Colony during the time that Alfred Gwynne, Esquire, held the office of Puisne Judge of the said Court from the 25th day of June, 1902, down to the present time.

Mr. Thomson seconded and the Bill was read a third time and passed.

**MARRIED WOMEN'S PROPERTY.**  
Mr. Gompertz moved the third reading of the Bill entitled An Ordinance to amend the Married Women's Property Ordinance, 1906.

Mr. Thomson seconded and the Bill was read a third time and passed.

The Council was adjourned until Thursday next.

**NOTES FROM FORMOSA.**  
(From our Correspondent.)  
FORMOSA, May 28.

**RECREATION.**  
On Sunday, the 26th inst., an athletic meeting was arranged on the Taipei grounds, which were, for the occasion, exceedingly well decorated with a lavish supply of bunting. A first-class cricketing track has been laid out by the Japanese, and from nine a.m. to five p.m. a series of cycle and foot races were carried out. The attendance was numerous, the Army and Navy being well represented. During the proceedings a regimental band accompanied a lively selection of music.

**EXPERTS.**  
The two crop is coming in fairly freely and prices rising high. The s.s. Molt eagle arrived at Keelung on the 24th inst., and took away 14,917 packages for the States and Canada.

The following are the Export figures from commencement of Season to date—

VIA PACIFIC TO UNITED STATES.

May 10, s.s. Daikoku from Keelung 6,000 lbs.  
" 21, " Fukoku " 12,247  
" 25, " Montague " 552,360

VIA AMOY TO U.S.

May 17, s.s. Amoy Maru 8,490 lbs.  
" 19, s.s. Matsu " 19,562  
" 23, s.s. Joshi " 36,765

**EMPIRE DAY.**  
Demonstration on the Stock Exchange.

LONDON, May 26.

Empire Day was celebrated throughout the United Kingdom far more generally than has been the case hitherto.

The Union Jack was largely displayed, and special addresses appropriate to the celebrations were delivered in thousands of schools.

It is estimated that upwards of five million children saluted and cheered the flag.

There were many special ceremonies and patriotic concerts.

The Stock Exchange was examined while the members sang the National Anthem, and business was at a standstill for a long while.

There were the usual observances throughout the Colonies.

The Earl of Crewe opened the Federal Conference on Education.

Almost all the Colonies and India are represented; also the British Departments and educational bodies.

Lord Crewe emphasised the happy provision they were making for the commemoration of the late Queen Victoria's birthday.

It was a reminder of our great Imperial position and responsibilities.

He hoped this was only the inauguration of a series of conferences designed to promote education and the unity of the Empire.

## THE CHOISING-VERONA COLLISION.

## How it Happened.

In our last night's issue we were able to announce briefly the collision between the German steamer Choising (Captain Rouchfuss) and Verona (Captain H. Dobronz), which occurred in Sulphur Channel at about 4.45 p.m. yesterday.

It is so seldom that an occurrence of this nature happens in the immediate vicinity of our spacious harbour that a thrill of incredulity, more often than not, passed through the recipient of the news as it was leaked abroad.

The first reports were, as is usually the case, of an exaggerated character, but there is no disguising the fact that a serious collision—though happily unattended by loss of life—had occurred. The Choising was leaving the harbour for Bangkok and had just reached Sulphur Channel when the Verona entered from the other end. The Verona kept towards the Hongkong shore, the Choising did likewise, and a collision occurred, the Choising grounding on the Hongkong shore and going down stern first, her stern being tilted high in the air. The Verona, but slightly damaged, proceeded to the Standard Oil Co.'s wharf and loaded to discharge her cargo. The Captain of the Choising was going out on his first command. He was promoted from mate but three or four days ago.

The collision was witnessed by several persons from the shore. Our representatives were soon on the way to the scene of the disaster—less than an hour after the occurrence. All was then over, or nearly so. In town few people seemed to be aware that a catastrophe had happened—that a fine steamer of 1021 tons was ashore and another of 3020 tons had been damaged, right at the harbour's doorway.

Pedestrians wondering their way east from the direction of the scene of the disaster did not appear to be cognisant of the fact, while in the tramway there were only one or two passengers and none of them seemed to be aware of the collision.

**The First View.**  
As the car swept round the Prays at Kennedy Town the Verona could be seen lying alongside the Standard Oil Co.'s wharf, but so far there was no sign of the Choising. Suddenly, as the tram-car entered into White Street she could be observed around near the Cable Co.'s tank, a little further on than the plague hospital, her stern high out of the water, with the propeller blades high and dry. Above, fluttered the German tricoloured flag, alongside lay a couple of white painted boats, busily engaged in landing the passengers, or so it seemed from where the tram-car stopped.

Then, writes our representative, I hurried up the slope of the Jubilee Road. Coming towards me were a number of Chinese and a solitary ricksha. The latter reached me first. Being in something like a hurry I endeavored to hire him to carry me up the hill, but he! He had already pulled one fare up the slope and he did not particularly wish for another similar job. The road was too rough, and so I pushed on. Then I met the returning Chinese. First of all came three men, one only a youth. On his face there was a look of care. He had evidently had a shock and he had felt it. The other two were impassive. What had happened did not worry them much, apparently. They were safe ashore and booked for another couple of days or so in Hongkong, and what mattered it if Hongkong was not such a bad place, after all. Behind them came another batch of men, and then came two women. One, who tolled painfully along as she rested upon the arms of her companion, was a small-footed dame, of uncertain age. Her face was blanched and she paid little attention to the clattering of the two women who assisted her. Behind her, within a yard or so, stalked a well-built coolie, clad in the usual short coat and loose pants of dark hue, the latter rolled up above the knee. He was chewing away at what seemed to be betel nut and he sauntered as though a collision between two ships, on one of which he was a passenger, was an every day occurrence.

Then I turned a corner and descended to the beach, and here the full effect of the wreck could be seen. The Choising's stern towered high out of the water. Her deck, up to just beyond the foremast, was awash. The bow was entirely under water, some of the superstructure on the fore castle, such as the ventilators and one capstan head, just showing above the waves. The water had not yet reached the engine room, for steam was still up and the fires were going, as the column of smoke which circled out of the yellow funnel testified. On the deck were hurrying figures. Men clad in white, begrimed with black, hastened about, but not in disorderly haste. They were intent on their business, which was to secure the safety of the ship as far as possible. The passengers were all ashore by the time I arrived at the scene and most of their baggage also. Two long boats lay close to the vessel's side and it was easy to see that they had played a great part in the landing of the passengers, most of whom, by-the-way, were Chinese.

On the beach at my feet lay a barrel, a yard or two away floated a section of the hatchway, and matting; a box of ingers, and many other items which had floated off the deck or out of the forehold, the hatchway of which was off, forced apart

probably by the pressure of water from beneath. As yet there were no sampans round about. A couple of launches were on the starboard side of the vessel and in a few moments a police launch—the No. 1—came steaming down, picking up floating cargo as it came. On the beach there were a number of soldiers, policemen and Chinese. The policemen—Sergeant Gordon and Constables Parr and Purden—saw that all the cargo washed ashore was placed above high water mark. To this end they had put a number of coedies at work and the cargo lying in the immediate vicinity was soon placed out of the reach of the lapping waves, which lazily rolled on the shore.

**How it Happened.**  
"How did the collision happen?" I asked a bystander. He did not know, but a second later I was referred to a gunner of the Royal Garrison Artillery, who had witnessed the occurrence from Bolcher's Fort, just above us. To him I repeated my inquiry.

"They collided just out there," he said, indicating a spot about twenty yards or so from where the Choising was lying. "The Verona was coming in the harbour and the Choising was going out, and just as they got almost together I heard a siren blow and then I saw the crash. Then the Verona veered and the Choising came on to the shore."

"Which boat whistled?"  
"I did not notice. The Choising people whistled no time in getting the passengers off; most of them have already gone away."

Shortly after this Captain Zolner, of the Macher came down. The skipper of the Choising had been his mate until a few days ago when he was promoted to the command of the vessel now ashore. "Most unfortunate thing," he commented. "He's one of the most capable officers in the company."

Then he hailed a long boat, which at that moment was bringing ashore a heavy launch to strengthen the moorings already out from the stern to the shore. A few minutes later he was aboard.

Of the small knot of spectators on the shore there were for a while actually seen anything, and little, if anything, of a reliable nature could be obtained. Generally the opinion seemed to be that the Verona had escaped so slightly owing to her being practically motionless at the time of the impact.

An eye-witness, who saw the boats when some distance apart, remarked that the Verona was going very slowly, while the Choising was proceeding at a fair rate of speed. As the two vessels approached each other the Verona had the Hongkong side of the harbour and the Choising was standing out, well clear it seemed. Just as they got near each other, continued the narrator, two blasts rang out and then the Choising seemed to turn sharply to port and a moment later the vessel—were upon each other.

"I fully expected to see them both ashore, but the Verona seemed to slip clear of the Choising and sheer away from her, while the smaller vessel went straight on to the shore. Then the Verona steamed ahead, and passed round to the pier along shore," indicating the Standard Oil Company's wharf.

**The Verona's Experience.**  
Another representative of the CHINA MAIL proceeded to the Standard Oil Co.'s Godowns. The Verona was moored to the wharf, and the crew on board were attending to their duties as if nothing of moment had occurred.

Down the channel loomed up the towering stern of the stranded Choising—a ship that an hour or two before was full of life and throbbing her way to sea. Her propeller now dried in the air, and smoke lazily floated from her funnel. Her stern was awash.

There was tragedy in the scene. Rain steadily drizzled down at the time and a rush was made for shelter. An inquiry for the skipper elicited the fact that he had gone over to see if he could do anything for his unfortunate fellow man. He couldn't. His unfortunate fellow man was drinking the dregs of sorrow—his ship was drinking the salty sea.

When Captain Dobronz of the Verona returned to his ship he was accosted by the pressman. There was not much to be said.

The Verona had that morning reached port from New York, via Singapore, laden with oil and general cargo. She anchored near Stonecutter's—in the dangerous goods anchorage—during the day and at 4 o'clock lifted anchor to move to the Standard Oil Company's wharf. Proceeding outside of Green Island she swung into Sulphur Channel so that she could come straight up stream alongside the wharf, and then saw the Choising some distance away bearing down, outward bound.

The Verona slowly steamed to the Hongkong side of the Channel and as she did so a blast came from the Choising. The Verona's siren responded—only a blast and the engines were stopped.

"That one blast meant for me to stay on the course I was on," remarked the captain, "and being on the right side according to the rule of the road, I could not understand the Choising bearing away towards me. There was plenty of room on the Green Island side of the Channel, but somehow the Choising did not go that way."

"And what did you do?" asked the pressman.  
"I gave a blast; I stopped my engines, but the other steamer came on."

"Did she respond to the blast?"  
"No, she came ahead until close up and then gave two blasts. I was almost motionless, but rang down for full speed ahead."

"But could you have done anything?"  
"No, had I gone to port the other steamer would have gone ashore any how, did so a blast came from the Choising, engines reversed promptly after the signal, and how long after the two blasts was it that the collision took place?"

"They had hardly died out when we struck—blows on. The Choising pushed me and I touched ground, but the Choising had so much way on her that she now see her."  
"Any excitement?"  
"Not on this ship."  
Then the Captain told how he went stern out of danger and got ready for a lower boat in case of need. But the Choising was high and dry and in a few minutes had her bows down and taking Chinese passengers ashore. She quickly sank by the bows, and seeing that she was standing upright and apparently safe for the time being, the Captain of the Verona went to the wharf. A hasty examination showed that his ship had sustained some slight damage and was making water, but not sufficient to warrant beaching. The collision occurred about twenty minutes to two and not long after that minutes of the Choising's cargo was floating in the water and the Verona was moored.

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Of the small knot of spectators on the shore there were for a while actually seen anything, and little, if anything, of a reliable nature could be obtained. Generally the opinion seemed to be that the Verona had escaped so slightly owing to her being practically motionless at the time of the impact.

An eye-witness, who saw the boats when some distance apart, remarked that the Verona was going very slowly, while the Choising was proceeding at a fair rate of speed. As the two vessels approached each other the Verona had the Hongkong side of the harbour and the Choising was standing out, well clear it seemed. Just as they got near each other, continued the narrator, two blasts rang out and then the Choising seemed to turn sharply to port and a moment later the vessel—were upon each other.

"I fully expected to see them both ashore, but the Verona seemed to slip clear of the Choising and sheer away from her, while the smaller vessel went straight on to the shore. Then the Verona steamed ahead, and passed round to the pier along shore," indicating the Standard Oil Company's wharf.

**The Verona's Experience.**  
Another representative of the CHINA MAIL proceeded to the Standard Oil Co.'s Godowns. The Verona was moored to the wharf, and the crew on board were attending to their duties as if nothing of moment had occurred.

Down the channel loomed up the towering stern of the stranded Choising—a ship that an hour or two before was full of life and throbbing her way to sea. Her propeller now dried in the air, and smoke lazily floated from her funnel. Her stern was awash.

There was tragedy in the scene. Rain steadily drizzled down at the time and a rush was made for shelter. An inquiry for the skipper elicited the fact that he had gone over to see if he could do anything for his unfortunate fellow man. He couldn't. His unfortunate fellow man was drinking the dregs of sorrow—his ship was drinking the salty sea.

When Captain Dobronz of the Verona returned to his ship he was accosted by the pressman. There was not much to be said.

The Verona had that morning reached port from New York, via Singapore, laden with oil and general cargo. She anchored near Stonecutter's—in the dangerous goods anchorage—during the day and at 4 o'clock lifted anchor to move to the Standard Oil Company's wharf. Proceeding outside of Green Island she swung into Sulphur Channel so that she could come straight up stream alongside the wharf, and then saw the Choising some distance away bearing down, outward bound.

The Verona slowly steamed to the Hongkong side of the Channel and as she did so a blast came from the Choising. The Verona's siren responded—only a blast and the engines were stopped.

"That one blast meant for me to stay on the course I was on," remarked the captain, "and being on the right side according to the rule of the road, I could not understand the Choising bearing away towards me. There was plenty of room on the Green Island side of the Channel, but somehow the Choising did not go that way."

"And what did you do?" asked the pressman.  
"I gave a blast; I stopped my engines, but the other steamer came on."

"Did she respond to the blast?"  
"No, she came ahead until close up and then gave two blasts. I was almost motionless, but rang down for full speed ahead."

"But could you have done anything?"  
"No, had I gone to port the other steamer would have gone ashore any how, did so a blast came from the Choising, engines reversed promptly after the signal, and how long after the two blasts was it that the collision took place?"

**THE CHOISING'S ACCOUNT.**  
Captain Rouchfuss, of the Choising, was interviewed by our representative this forenoon. At that time a junk was alongside the stranded steamer and a large number of Chinese were at work transferring the cargo into the junk. Captain Rouchfuss was seen on deck and, leading the way into his cabin, he pointed to the chart on the table.

"That shows the positions of the two vessels at the time of the collision," he said, indicating a pencil sketch. "I left the Company's buoy, nearly opposite the China Merchant's pier, at about 4.15 and went down the fairway, passing between the two fairway buoys. Then I turned in towards Sulphur Channel, which at that time was clear of all steamers. In front of me and passing Green Island on the western side was a German steamer—the Verona—which soon passed out of sight behind the island. I continued on my course and when I was well into the centre of the channel I saw the Verona coming from behind Green Island and re-entering the harbour. I saw that I could not pass her on my starboard side, and so I turned towards her starboard. There was no response to my whistle, and as the two vessels were getting close together I again sounded the warning—two more blasts. We were quite close to the rocks and then the Verona answered, but she only gave one blast. It was too late to try and change my course, so I ordered 'Full Speed Ahead.' Even then I could not avoid a collision and in less than a minute we had collided."

"What time was that, Captain?"  
"4.36," was the reply.

"Was the Verona going at any high rate of speed?"  
"No. She appeared to be going slow. We had full speed on, but as we had only just left the buoy steam was not properly up, so we were not going as fast as full speed as sea indicates. When the collision happened I saw that we were going down by the head and I ordered two blasts to be launched and the women and children landed. The Verona was astern, we were sinking, but the Verona did not lower a boat. Then as I saw we continued to sink I put the boat ashore on the sand, and landed the remainder of the passengers."

"Where did the Verona strike you?"  
"On the starboard bow. We are cut right through, from deck to keel."

The Choising had about 800 tons of general cargo for Bangkok and twenty-two Chinese deck passengers. A good deal of the cargo has been saved, and no lives were lost.

The Siberia goes into dry dock during her stay in port.

The German cruiser Leipzig and sunboat Tiger, the Italian cruiser Vusorio, the Japanese cruiser Akitsushima and the American gunboat Quirós were at Hankow on the 28th ultimo; the American gunboat Villalobos was at Kinkiang on the following day, and the American transport Buford was at Chinkiang on the 30th inst.

The twin-screw sloop Merlin, which left England on October 31, and has been engaged in survey work, has reached Colombo en route to the Far East. She has been commissioned to survey the Ponnang harbour and its vicinity. This work is expected to be over in six weeks' time when the Merlin will proceed to British North Borneo. She will next get to Hongkong where the drawing charts of the work already done will be completed.

**WEATHER REPORT.**  
The following notice is issued by Mr. Figg of the Hongkong Observatory—  
On the 6th at 11.55 a.m.—The barometer has risen moderately in S. China, and fallen considerably over Japan and the Loochoos.

The elongated depression, which is moving towards E.N.E., extends from N. Formosa to S.W. Japan.  
Pressure appears to be high over N.W. China.

Moderate N. winds may be expected in the Formosa Channel and along the Northern shores of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. 4.40, 0.65 inches.  
Forecast for the 24 hours ending at noon to-morrow—  
Forecast—Dispersed.  
1.—Hongkong and Neighbourhood: N. winds, moderate; fair.  
2.—Formosa Channel: Same as No. 1.  
3.—South coast of China between Hongkong and Lamook: Same as No. 1.  
4.—South coast of China between Hongkong and Hainan: Same as No. 1.

**CHAMBERLAIN'S PAIN BALM.**  
It is an antiseptic liniment and prevents blood poisoning resulting from a cut or burn. It also cures the pain to be had without operation and is much less one than the usual treatment is employed. For sale by all chemists and storekeepers.

## SANITARY COMMISSION.

## Minute of the P. C. M. O.

To-day a minute by the P. C. M. O. on the Report of the Sanitary Commission was laid upon the table of the Legislative Council.

The Principal Civil Medical Officer said in the Minute, among other things—  
"Concerning the report as a whole it is open to the remark that it is unjudicial in tone. As bearing out this statement I would call attention to the vague sweeping and serious findings where conclusions have been arrived at which the Commissioners do not in their report cite any evidence to support."

It is not so much what is said as what is inferred that I consider so unfair. I must protest against the way in which the Inspectors and Servants of the Department have been branded, as in the later part of paragraph 338 where they state 'no man is apparently too poor to be exploited, and there is no fear of exaction, however mean and contemptible to which the Inspectors and Servants of the Sanitary Department will not stoop.' It is much to be regretted that some of the Inspectors have so demeaned themselves as to accept bribes but why the whole of the Staff should be stigmatised in this way is most unjust.

There are 35 Sanitary Inspectors. Of these 5 were found guilty of corrupt practices and dismissed, while 1 was transferred to another Department, while the case of 2 are still under consideration; the cases of 8 others were inquired into, and the Commissioners reported that in their opinion the charges had not been proved. No charges whatever were made against the remainder.

I am sure that there are many of the Officers and Servants who are straightforward and trustworthy men, and I have much pleasure in bearing testimony to this. We will publish the full text of the minute to-morrow.







## Shipping.

## PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

PROPOSED SAILINGS OF MAIL STEAMERS

## MARSEILLES &amp; LONDON,

TAKING PASSENGERS ALSO FOR  
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.  
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Steamers	Leave	Connecting Steamers	Due at	Due at
to	HONGKONG	from Colombo to	Marseilles (Brindisi)	London
Colombo		Marseilles & London	2 days earlier	1 day later
TONS	Leave Sat'day	TONS	Saturday, 1907	Saturday, 1907
MALTA .....	June 15	BRITANNIA .....	July 13	July 20
DEVANHA .....	June 29	through steamer	July 27	Aug. 3
CHINA .....	July 13	MOULTAN .....	Aug. 10	Aug. 17
DELTA .....	July 27	MAEDONIA .....	Aug. 26	Sept. 1
DELTA .....	Aug. 10	HIMALAYA .....	Sept. 8	Sept. 15
ARADIA .....	Aug. 24	MOULTAN .....	Sept. 22	Sept. 29
MAEMORA .....	Sept. 7	INDIA .....	Oct. 6	Oct. 13
MALTA .....	Sept. 21	MOULTAN .....	Oct. 20	Oct. 27
DELTA .....	Oct. 6	VICTORIA .....	Nov. 3	Nov. 9

Passengers change steamers at Colombo, and those for Brindisi transfer also to the Express Mail Steamer at Port Said.

\* Accommodation in the connecting steamer from Colombo is arranged in Hongkong at time of booking.

† Addition to the above Mail Steamers the following:—

## INTERMEDIATE (NON-STEAMING) STEAMERS

WILL LEAVE FOR

## LONDON,

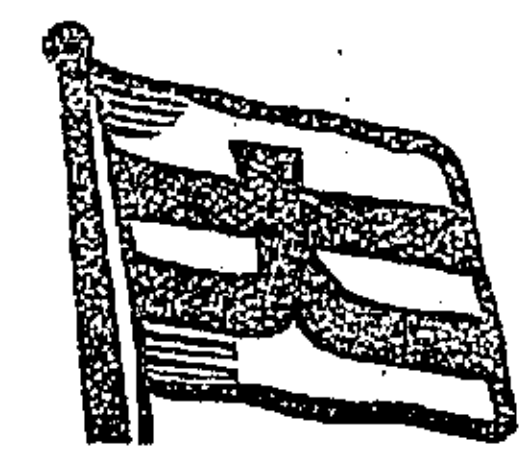
CARRYING SALOON PASSENGERS AT REDUCED RATES.

Steamers	Leave	Due at
HONGKONG	about	LONDON
TONS	about	about
* NUBIA .....	June 20	Aug. 5
* SYRIA .....	July 17	Sept. 18
* NYANZA .....	July 31	Sept. 18
* SIMLA .....	Aug. 14	Sept. 20
* SUNDI .....	Aug. 28	Oct. 14
* CEYLON .....	Sept. 11	Oct. 28
* NAMUR .....	Sept. 25	Nov. 26
* BORNEO .....	Oct. 9	Dec. 9

These Steamers call also at Singapore, Penang, Colombo, and at Malta or Marseilles.

\* Carries 1st and 2nd Saloon Passengers. † Carries only First Saloon Passengers.

For further particulars, Apply to

E. A. HEWETT,  
Superintendent.

## OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE  
BETWEEN HONGKONG, SOUTH CHINA  
COAST PORTS AND FORMOSA.PROPOSED SAILINGS FROM HONGKONG—  
SUBJECT TO ALTERATION.

THE Co.'s S.S.	FOR	LEAVING
SEIKO MARU, Capt. G. NAKAO,	FOOHOOW, Via SWATOW AND AMOY.	FRIDAY, 7th June, at 8 a.m.
* MASAN MARU, Capt. I. SAKURAI,	TAMUL, Via SWATOW AND AMOY.	SUNDAY, 9th June, at 10 a.m.
* FUKUSHU MARU, Capt. T. ITO,	ANPING, Via SWATOW, AND AMOY.	WEDNESDAY, 12th June, at 8 a.m.

\* These Steamers have excellent Accommodation for First and Second-class Passengers, and are fitted throughout with Electric Light. First-class Saloon Amidships. Unvalued Table.

† Taking Cargo on through Bills of Lading to all Yangtze & Northern China Ports.

For Freight, Passage and further information, apply at the Co.'s local Branch Office, at Second Floor, No. 1 Queen's Buildings.

T. ARIMA, Manager.

## NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP CO.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY CO.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA B.C. AND TACOMA

VIA

MOJI, KOBE AND YOKOHAMA.

Steamers	Tons	Captains	To Sail
SHAWMUT	9808	E. V. Roberts	About Aug. 7
TREMONT	9806	T. W. Garlick	About Sept. 10

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND  
Cuisine. ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

\* The Train across a.s. Shawmut and Tremont are fitted with very superior  
accommodation for First and Second Class Passengers. The large also of these vessels  
enjoy standstill at sea. Electric fan in each room. Barber's shop and steam laun-  
dry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.  
For further information, Apply to

Queen's Buildings. **Dodwell & Co. Limited,**  
GENERAL AGENTS.

## Notices to Consignees.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD.

BREMER.

## NOTICE TO CONSIGNEES.

THE Steamship

PRINZ-SIGISMUND

having arrived, Consignees of cargo are

hereby informed that their Goods, with the

exception of Opium, Treasure and Val-

ables, are being landed and stored at their

risk in the Godowns of the Hongkong and

Kowloon and Western Point Godowns, where

delivery may be obtained.

No Claims will be admitted after the

goods have left the Godowns, and all goods

remaining undelivered after the 6th of

June, will be subject to rent.

All broken, chafed, and damaged Goods

are to be left in the Godowns, where they

will be examined on the 6th of June, at

9.30 a.m.

All Claims must reach us before the 10th

of June, or they will not be recog-

nized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

the Undersigned.

NORDDEUTSCHER LLOYD.

MELCHERS &amp; Co.,

Agents.

Hongkong, May 31, 1907. 503

INDO-CHINA STEAM NAVIGATION

COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND

SINGAPORE.

THE Company's Steamship Kufsang

having arrived from the above Port,

Consignees of Cargo by her are hereby

informed that their goods will be delivered

from alongside the discharge or remain-

ing on board after 4 p.m., the 3rd June,

will be landed at Consignees' risk and

expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

JARDINE, MATHISON &amp; Co., Ltd.,

General Managers.

Hongkong, May 31, 1907. 561

TOYO KISEN KAISHA.

NOTICE TO CONSIGNEES.

CONSIGNEES OF CARGO per Steamship

AMERICA MARU.

The above Steamer having arrived, Con-

signees of Cargo are hereby requested to

send in their Bills of Lading for counter-

signature, and to take immediate delivery

of their goods from alongside.

Cargo impeding discharge and undel-

ivered by THURSDAY, 6th June, 1907, at

5 p.m., will be landed and stored at Con-

signees' risk and expense. All Cargo un-

delivered by THURSDAY, the 13th June,

1907, a Noon, will be subject to rent.

Broken, chafed, or damaged goods will

be examined at the above Company's God-

down on SATURDAY, 8th June, 1907, at

10 a.m.

No Fire Insurance will be effected.

S. SILVERSTONE,

Agent.

Hongkong, June 4, 1907. 507

PACIFIC MAIL STEAMSHIP

COMPANY.

NOTICE TO CONSIGNEES.

CONSIGNEES OF CARGO per Steamship

SIBERIA.

The above Steamer having arrived, Con-

signees of Cargo are hereby requested to

send in their Bills of Lading for counter-

signature, and to take immediate delivery

of their goods from alongside.

Cargo impeding discharge and undel-

ivered by THURSDAY, 6th June, 1907, at

5 p.m., will be landed and stored at Con-

signees' risk and expense. All Cargo un-

delivered by THURSDAY, the 13th June,

1907, a Noon, will be subject to rent.

Broken, chafed, or damaged goods will

be examined at the above Co.'s Godown on

WEDNESDAY, 12th June, 1907, at 10 a.m.

No Fire Insurance will be effected.

S. SILVERSTONE,

Agent.

Hongkong, June 5, 1907. 580

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND

SINGAPORE.

THE Steamship Lightning having ar-

rived from the above Ports, Consig-

neers of Cargo are hereby informed that

their Goods will be delivered from along-

side the discharge or remain on board

after 2 p.m., of the 7th instant, will

be landed at Consignees' risk and expense.

Consignees of Cargo from SINGAPORE and

PENANG are requested to take immediate

delivery of their Goods from alongside;

such Cargo impeding the discharge of

the Vessel will be landed and stored at Con-

signees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

the Undersigned.

DAVID HASSON &amp; Co., Ltd.,

Agents.

Hongkong, June 5, 1907. 575

BEN' LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP BENAVON.

FROM ANTWERP, LONDON AND

STRAITS.

CONSIGNEES OF CARGO are hereby in-

formed that all Goods are being

landed at their risk into the Godowns

and/or extra hazardous Godowns of

the Hongkong and Kowloon Wharf and

Godown Co., Limited, whence and/or

from the wharves delivery may be obtained.

No Claims will be admitted after the

Goods have left the Godowns, and all

Goods undelivered after the 12th inst.,

will be subject to rent.

All Claims against the Steamer must be

presented to the Undersigned on or before

the 19th inst., or they will not be

recognized.

All broken, chafed, and damaged Goods

are to be left in the Godowns, where they

will be examined on the 12th inst., at

11 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON &amp; Co.,

Agents.

Hongkong, June 5, 1907. 570

## IMPROVING THE RACE.

## The Science of "Eugenics."

Mr R. Brudenell Carter has an interest-

ing article in the Cornhill Magazine on

the recent endeavours of Mr Francis

Galton to establish, upon the basis of his

interesting inquiries into the influence of

heredity, a new science of "eugenics," a

word by which he desires to express an

ordered knowledge of all conditions of

parentage which may tend towards the

improvement of future generations of men.

"I gather from his writings," says Mr

Brudenell Carter, "that he thinks

it possible to bring about a progres-

sive improvement of the human race

by selection in marriage, and also

that he looks forward to a future when

such selection will be required by the

national conscience, and will become an

orthodox religious tenet." Before this

time arrives, we must, I think, be able to

explain a familiar series of phenomena.

"It is not uncommon to find, in the same

family, children differing widely from one

another in physique, in temperament, in

capacity, or in all three; and, so long as no

one can explain such differences among

the children of the same parents, the fact

that they arise shows the impossibility of

predicting the results of any marriage, or

of selecting a husband or a wife in order

that any desired result may be produced.

As regards the actual advantage "in de-

scend from distinguished ancestors (and

that there is can scarcely be denied)," Mr

Brudenell Carter says, "this advantage

can only be realised when the family tradi-

tion is preserved and respected, and when

opportunities of further distinction

have been sought and grasped by successive

generations." Intellectual decadence

under the influence of idleness and luxury

can only be prevented by sustained intel-

lectual effort. In the absence of such

effort, we see people of station who pro-

claim belief in superstitions as abject as

those of the most degraded savages, in

such, for example, as the so-called "Chris-

tian Science." The organic advantages

of ancestry can at best be only potential,

and must be diligently cultivated in

order that they may be secured." In

referring to the always interesting ques-

tion of a common ancestry, Mr Brudenell

Carter has these comforting (or otherwise)

remarks to make: "Starting from the

obvious fact that every child has two

parents and four grandparents, and easy

calculation will show that, were it not for

marriages between people more or less

akin to one another, every person would

be descended from no fewer than 3,143,022

ancestors in the course of seven hundred

years (twenty-one generations).

Figures render it highly probable that in

the whole native population of this country

there is at least some degree of blood re-

lationship between almost any two persons

taken at random. The population of

England and Wales in 1650 was estimated,

on the basis furnished by a number of

parish registers, to be 5,450,000, and there

is little probability that it exceeded three

millions at the beginning of the thirteenth

century; so that, apart from the influence

of relationships and of immigration, every

individual now living in the country would

have had more ancestors in the year 1200

than the total of the then existing in-

habitants of the kingdom." Finally, on

the subject of money-making, Mr Brudenell

Carter has this to say: "The excessive

development of any single faculty, such as

that of money getting, is apt to be attend-

ed by an under development of others,

by which the former might be held in

check, or by which, at least, the character,



